

# STATE HIGHWAY DEPARTMENT

## MONTHLY REPORT

SEPTEMBER 10, 1957



SECT.  
2.08







COPY 2

ROADSIDE MAINTENANCE, cont'd

SNOW REMOVAL AND ICE CONTROL

Preparation for meeting this winter's anticipated snow and ice control requirements is now under way. Last year we "experimentally" entered the field of ice control using rock salt (sodium chloride) in fairly large quantities. This entailed purchase of 25 spreaders that could be attached to our dump trucks in a minimum of time. Regarding the sterilization around guard rails, our people do not feel that the We watched their use very closely and all agreed the method was quite efficient. There have been no deleterious effects on the roadway pavement surfaces.

On the basis of what we have learned, we are planning an expanded program. To better utilize this equipment in the forthcoming season, our people have changed the geographical areas of use. They anticipate a doubling of their effectiveness.

The time-honored method of spreading cinders will, of course, carry the brunt of the control program. However, the revised distribution of the salt-spreading equipment is expected to provide speedier control in the metropolitan areas when icing is the immediate problem.

ROADSIDE MAINTENANCE

During the past summer experiments were under way on Routes 1, 130, and 23 to determine if we could appreciably cut down the cost of mowing center islands and sidewalk areas. Various sprays to retard weed-growth were used and at some locations, along guard rails where grass and weed





#### ROADSIDE MAINTENANCE, cont'd

cutting were a strictly hand operation, we used a sterilization spray. The earliest evaluations are now in on the retarding spray and the consensus is that the chemical treatments are effective in retarding weed growth, and that if this program is followed over a period of years the frequency of mowings can be sharply reduced. At the same time the appearance of our medians and shoulders would be improved. Regarding the sterilization around guard rails, our people do not feel that the results are conclusive enough at this time to do other than to continue our experiments.

On the basis of what we have learned, we are planning an expanded program in the weed controlling sprays.

#### SIGN PROGRAM

The new type yellow traffic circle warning signs have now been erected over practically the entire highway system. In another phase of our sign program we are relocating all cautionary signs on Route U. S. 1 from Trenton to New Brunswick. Where the signs previously were at various distances from the intersections that they drew attention to, they now will be located at a standard 700 feet distance in advance.

#### MANAHAWKIN CAUSEWAY PROJECT

During the past month we were advised by the company that is fabricating the steel super-structure of the principal Manahawkin causeway





MANAHAWKIN CAUSEWAY PROJECT, cont'd

bridge that they will begin to make deliveries to our contractor the third week of this month. All shipments are expected to be completed by January and the first erection of steel will begin in October of this year. From then on one span will be put in place every two weeks or ten days, according to the schedule set up.

The "firming-up" of the steel delivery now makes it possible for us to feel certain that the \$7.5 million job can be completed within the year. This completion date does not reflect much change in our earlier calculations.

There are two other contracts in connection with the over-all project yet to be advertised and let. One is for the construction of three smaller bridges that have been designed, plans for which have already been forwarded to the Bureau of Public Roads for their approval. In order to forestall any delays in the construction of these bridges, our design was made on the basis of using either fabricated steel or prestressed concrete girders. The bidders will be allowed to bid on either alternate and if they choose steel they must guarantee that we will have prompt delivery.

The other contract involves the roadway paving that will connect various bridges and existing roads on the mainland and island. Embankments that will take these roadways have been in place since last fall and will be





MANAHAWKIN CAUSEWAY PROJECT, cont'd

ready to put finished roadways on next spring. The embankments were constructed on existing meadow lands and bay-bottom that was subject to some subsidence. By taking advantage of the anticipated delay in delivery of structural steel for the main bridge and utilizing this time for full settlement, we avoided removal of all the sub-embankment material or the construction of vertical sand drains - which would have been a much more expensive proposition with little or no advantage obtained.

As things now stand, we anticipate completion of the entire Hilliard to Ship Bottom project by next September.

TRENTON EAST-WEST OVERPASS

In deference to requests for construction of a pedestrian overpass on the E-W Highway here, we have had plans under way for such a structure. After a thorough discussion with the local authorities, and considering our own engineering surveys on the subject, its location was set at about 200 feet west of Hermitage Avenue. After the announcement was made, there was a resurgence from Mayor Connolly and Parents & Teachers' interests demanding a different location, particularly in the vicinity of public school No. 3 at Parkside Avenue. As a result, only recently we again were required to reassert our position and make it clear that since this is a 100% State proposition, we cannot see our way clear to construct more than one overpass, and have pointed out that regardless







#### TRENTON EAST-WEST OVERPASS, cont'd

of where the single overpass is to be constructed there are obviously others who would be better served if it were located elsewhere. The over-riding fact that apparently has been lost sight of by the proponents of additional overpasses is that the structure is primarily provided as a means of access to the parkland between the river and the highway, and that it replaces a similar facility once existing over the old water policy feeder.

#### INTERSTATE FREEWAY PROGRESS

During the past month the Federal Government publicized the fact that we were among the limited number of states that had taken 100% advantage of 1956-57 federal interstate funds and that we were among a still smaller group that had obligated an appreciable percentage of 1957-58 funds in the same category. Our percentage in this instance was 22%.

A news release calling this fact to the attention of the press received very wide coverage. Practically every daily newspaper in the State gave it prominence in their news columns. There also were several favorable editorial comments. A copy of the release is included for your reference.

#### INTERSTATE FREEWAY CONSTRUCTION

We set somewhat of a Departmental record in the awarding of interstate contracts this month when we wrapped up the contracts for work on two







INTERSTATE FREEWAY CONSTRUCTION, cont'd

sections of FAI-101 (U.S. 46 relocation) between Denville and Route 15 in Morris County; another section of FAI Route 108 (Route 60 in Camden County); and a section of FAI-192 at Clinton in Hunterdon County. These awards total \$14,640,309, covering seven miles of work that will produce completed freeways and about two miles of preliminary grading, drainage and bridge work.

The five miles of finished freeway construction in the Denville area indicates that in that type of country these routes will cost about \$2.5 million a mile.

Another of our interstate construction problems was settled last month when it was possible to reach common ground with local authorities in Barrington (Camden County) who were in disagreement with one of our proposed intersections on the Route FAI-108 (Rt. 60) Freeway. Original plans for the intersection, Copley Road, had been revised in deference to Federal Bureau thinking. According to the local people, the revision would have placed a heavier than desirable traffic load on some of their local streets. At a meeting with them the issue was satisfactorily resolved by our agreement to postpone construction of two of the less important of the proposed ramp connections at the time of original construction. They are to be advertised at such time later on as the freeway traffic will make them necessary.





### MOTORIST SAFETY

As a result of a survey of the manner in which our shoulder oiling operations were posted for the protection of the motoring public, our safety section has developed a completely new sign set-up in conjunction with the work. Approximately 1500 feet from the area of operation, approaching motorists will first encounter a large warning sign. A second sign, 400 feet closer to the work, warns them to reduce speed. After a 300-foot interval, a sign advises of single-lane traffic ahead. Arrows then direct the motorist to the proper area of the roadway that he will travel in passing the work site and there are rubber traffic cones continuously along the work site. To overcome a problem caused by the fact that roadside signs are frequently knocked down by passing motorists, an additional large sign that is easily mounted on the back of one of the working trucks is in use. A photograph of this sign is included in this report.

The re-evaluation of safety factors provided motorists in this particular activity is typical of the many measures that we are attempting in our prosecution of over-all highway safety, both to the motorists and our own personnel.

### REPRODUCTION OF FORMS

The Department has for the past five years had its own multilith machine for reproduction of some of the forms used in our operations. Approxi-







**CAUTION  
OILING ROAD**



1500Y





REPRODUCTION OF FORMS, cont'd

mately eight months ago, however, the productive ability of our section which does this work was stepped up considerably by the addition of complementary equipment. Principal in this new equipment were the components that enabled us to produce our own plates for use on the multilith. This provided an immediate savings in the cost of producing the plates and enabled our people to cut down on the time element that was involved in sending the material out to have plates made. Both of these benefits have in turn expanded the use to which the equipment could be put. This section now produces nearly 100% of our forms, reproduces in much neater detail material that previously had to be stenciled and has managed to even take over some of the reproduction work that formerly required typists to recopy several times in order to produce sufficient legible copy. The latest use to which this versatile equipment has been placed is the reproduction of photographs such as the one mentioned above in our description of the new oiling signs. It is anticipated that this process may be more widely employed where the detail quality of regular photographs is not absolutely necessary, thus resulting in additional savings to the Department.





MEETINGS

The following are a few of the more important meetings and visits of the past month:

August 13 - Met with Mr. Harry Thoreau, Hudson County's Engineer, and discussed the possibility of having the Federal Bureau of Public Roads include Hudson Boulevard in its Secondary Highway System. Our people are working on this possibility now. At the meeting we jointly reviewed the trap rock situation also.

August 14 - Mr. David Wilentz and several Middlesex County municipal officials met with us to discuss possible widening of Route 18 and the installation of traffic signals and jug-handles at some of its intersections. We subsequently wrote Senator Lynch, advising him that we will install jug-handles and traffic signals at two locations, Tice's Lane and Prospect Street, and a signal at Rue's Lane.

August 15 - At Senator Murray's request we visited Jersey City. We reviewed a proposed industrial route that would begin at Journal Square, follow along the Jersey City waterfront and tie into the proposed East Side industrial route in Bayonne.





MEETINGS, cont'd

- August 20 - Attended an 8 a. m. breakfast meeting with the Forward Paterson group in their home town. Also present were representatives of the Highway Authority.
- August 22 - We met with Mayor Connolly and the Trenton City Engineer, Mr. Walsh, for a discussion of the pedestrian overpass situation re: East-West Freeway.
- August 27 - We visited Senator Dumont and looked over some proposed road improvements in the vicinity of Blairstown and Hainesburg with him.
- August 30 - Represented the Governor at ceremonies that formally opened the connection between the Garden State Parkway and the New York Thruway.
- September 3 - We were visited by officials of the Pennsylvania Railroad Company and discussed with them the relationship of several industrial plots near U. S. 130 with one of the proposed new interstate freeways.
- September 5 - Met with Mr. Kermit Green and discussed the Route 46 situation at Denville with him and parties he represents.





### HARTFORD SYMPOSIUM

On September 10th and 11th the Highway Commissioner attended a symposium entitled "The New Highway: Challenge to the Metropolitan Region" that was held in Hartford, Conn., under sponsorship of the Connecticut General Life Insurance Company.

The affair had all the earmarks of a meeting that had been "stacked" by municipal planners who were focusing on using the expanded highway program to clear out their troublesome slum areas.

It was my pleasure to serve as a member of a panel headed by Quigg Newton, president of the University of California, on the 11th. In pursuing the discussion we cleared the atmosphere and placed the responsibility for slums elimination projects where they belong.





CONSTRUCTION BIDS RECEIVED

Aug. 20 - Bridge over Papakating Creek. Construction of bridge No. 216 Wantage Township, Sussex County. (Federal Aid Secondary) * <u>Driver Bros., Trenton</u>	\$20,056.85
Aug. 27 - Hope-Bridgeville Road. Pavement widening and resurfacing, beginning at Hope Township line to Bridgeville, White Township, Warren County. (Federal Aid Secondary) * <u>Warren Paving Co., Stewartsville</u>	\$100,225.15
Sept. 10 - Route U.S. 40 Partial pavement widening and resur- facing, reconstruction and resurfacing existing bridges. Atlantic City and Egg Harbor Township, Atlantic County. * <u>Arthur R. Henry, Inc., Northfield</u>	\$411,995.30
Sept. 10 - Route 70 Culvert at Kenilworth Avenue, Delaware Twp., Camden County. * <u>John W. Thompson Co., Trenton</u>	\$18,626.40
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(TOTAL - Construction Bids rec'd)	- \$550,903.70

\*Indicates low bidder.





CONTRACTS AWARDED

Aug. 22 - Route F.A.I. 102 - Sec. 2A Grading, paving and bridges Clinton, Hunterdon County. <u>Public Constructors, Inc., Gloucester</u>	\$3,527,355.56
Aug. 22 - Route U.S. 22 Resurfacing, barrier curb, jughandle Union and Somerset Counties. <u>L. Zimmerman &amp; Sons, Hillside</u>	\$816,189.42
Aug. 22 - Route F.A.I. 101 - Sec. 2B Grading, Paving and bridges. Wharton & Rockaway Township, Morris County. <u>S.J. Groves &amp; Sons, Woodbridge</u>	\$3,947,926.37
Aug. 22 - Route F.A.I. 108 - Sec. 2A Grading, bridges and incidental paving. Haddon Heights, Barrington & Lawnside, Camden County. <u>Public Constructors, Inc., Gloucester</u>	\$2,215,039.42
Aug. 22 - Route F.A.I. 101 - Sec. 2A Grading, paving and bridges Townships of Rockaway & Denville, Rockaway Borough, Morris County. <u>Union Bldg. &amp; Constn. Corp., Passaic.</u>	\$4,949,987.40
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TOTAL (Contracts Awarded)	\$15,456,498.17





BIDS TO BE RECEIVED

- Sept. 10 - Route 70  
Culvert at Kenilworth Avenue  
Delaware Township, Camden County.
- Sept. 10 - Route U. S. 40  
Partial pavement widening & resurfacing,  
reconstruction and resurfacing existing  
bridges.  
Egg Harbor Township and Atlantic City,  
Atlantic County.
- Sept. 24 - Palisades Interstate Parkway  
Chain Link Industrial Fence  
Borough of Alpine, Bergen County.





N. J. STATE HIGHWAY DEPARTMENT

IMMEDIATE RELEASE

1957 - READVERTISEMENT

BIDS - ROUTE U. S. 40

Egg Harbor Township

Atlantic City - Atlantic County

Trenton, Sept. 10 - The State Highway Department today received three bids on proposed construction of two new bridges and improvements of four existing spans on Route U. S. 40 in Egg Harbor Township and Atlantic City, Atlantic County.

The new bridges will replace existing ones over Jonathan's Thorofare and Big Hay Creek. Bridges to be improved are located at Little Hay Creek, Beach Thorofare, Inside Thorofare and Great Thorofare. All of the work is included as a single project.

A \$411,995.30 bid by Arthur R. Henry, Inc., of Northfield, was the lowest received. Others were submitted by Ole Hansen and Sons, Inc., Pleasantville, \$438,384.49, and by Bancheri Construction Co., Inc., of Hammonton, \$487,155.30.

The project was first advertised for bids by the Highway Department last March. At that time only one bid was received and it was technically rejected before being publicly read because it exceeded the engineer's estimate of cost. Re-advertisement of the project was held in abeyance until after peak summer traffic on the route, a principal route into Atlantic City, was over.

The improvements will range from simple resurfacing operations to widening some structures and replacing portions of the underpinning and decks prior to applying the new surface of bituminous concrete.

At all locations where the bituminous concrete is to be applied on existing or replacement wood planks, the Department plans to incorporate a wire mesh fabric, similar to heavy duty farm fencing, in the resurfacing material as an experimental undertaking.

Previous tests in this and other states have indicated that the wire mesh greatly prolongs the life of the bituminous concrete by limiting surface cracking which causes deterioration of the pavement.

- m o r e -

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that proper record-keeping is essential for the transparency and accountability of the organization. This section also outlines the various methods used to collect and analyze data, ensuring that the information is reliable and up-to-date.

2. The second part of the document focuses on the implementation of the proposed changes. It details the steps involved in the rollout process, from initial planning to final execution. This section also addresses potential challenges and provides strategies to overcome them, ensuring a smooth transition to the new system.

3. The third part of the document discusses the ongoing monitoring and evaluation of the project. It highlights the need for continuous communication and collaboration between all stakeholders involved. This section also provides a framework for assessing the progress and impact of the project, allowing for timely adjustments and improvements.

4. The final part of the document provides a summary of the key findings and conclusions. It reiterates the importance of the project and the commitment of the organization to achieving its goals. This section also includes a list of recommendations for future work, ensuring that the lessons learned are applied to future projects.



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READVERTISEMENT - BIDS - RT. U.S. 40  
Egg Harbor Twp., Atlantic City -  
Atlantic County

The new Jonathan's Thorofare bridge will provide for a 68-foot roadway width flanked by 6-foot sidewalks as compared to the 56-foot roadway width the old span could accommodate. Stream opening of the new span will be 16 feet with a six and one-half foot vertical clearance at mean high water.

At Big Hay Creek the new bridge will be similar except that the span will be 10 feet and underclearance above mean high water will be slightly over six feet. The same roadway width, 68 feet plus 6-foot sidewalks, will prevail. The old bridge had provision for only a 48-foot roadway.

At Little Hay Creek the Department plans a 27-foot long reinforced concrete extension to the south end of the existing culvert that would permit easing curvature of present roadway and permit its being widened to 68 feet.

Except for some new adjacent bulkheading and a small widening at the easterly end of the existing Beach Thorofare bridge, there will be no major changes in the present structure other than resurfacing with bituminous concrete.

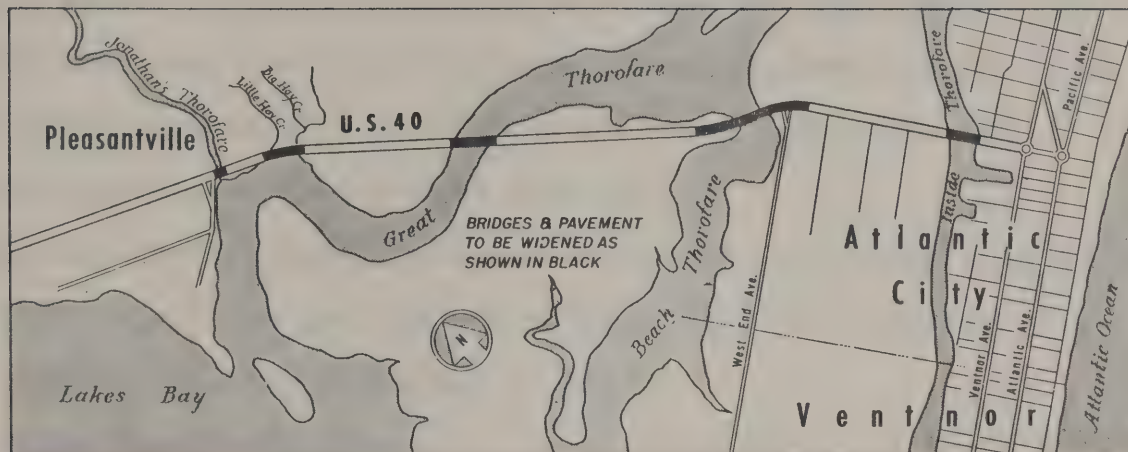
At Inside Thorofare and Great Thorofare the work will consist only of replacing some old planking and resurfacing the deck.

In addition to the bridge work, incidental work on roadways will include installation of new storm drains in the vicinity of the West End Place, and West End intersections with Route 48; resurfacing roadways immediately adjacent to the bridges; and widening the existing roadway to 48 feet and providing 6-foot-wide hard surfaced shoulders, and easing existing highway curvature, from Big Hay Creek to 200 feet west of Little Hay Creek.

The successful bidder will be required to maintain sufficient roadway width at all locations to maintain one lane of traffic in each direction at all times, and will be required to complete the project by May 15, 1958.

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Proposed U. S. Route 40 improvements in Atlantic City and Egg Harbor Township, Atlantic County.

Bids received September 10, 1957.





## IMMEDIATE RELEASE

Trenton, Aug. 26.- The State Highway Department today announced it has awarded contracts totaling \$15,456,498 for construction of five major projects on which bids were received late last month. Four of the five sections are on new interstate and defense freeways and the other modernization of a portion of existing Route U.S. 22.

The individual awards were made to:

Public Constructors, Inc., of Gloucester, at their July 23 bid of \$3,527,355.56 for grading and paving a 2.3 mile section of F.A.I. Route 102 at Clinton, Hunterdon County;

Union Bldg. & Construction Corp., of Passaic, at their July 30 bid of \$4,949,987.40 for grading and paving a 2.4 mile section of F.A.I. Route 101 between the Mt. Hope-Rockaway Road and existing Route U.S. 46 near Denville, Morris County;

S.J. Groves & Sons Co., of Woodbridge, at their July 25 bid of \$3,947,926.37 for grading and paving a 2.3 mile section of F.A.I. Route 101 between Route 15, at Wharton, and the Mt. Hope-Rockaway Road, Morris County;

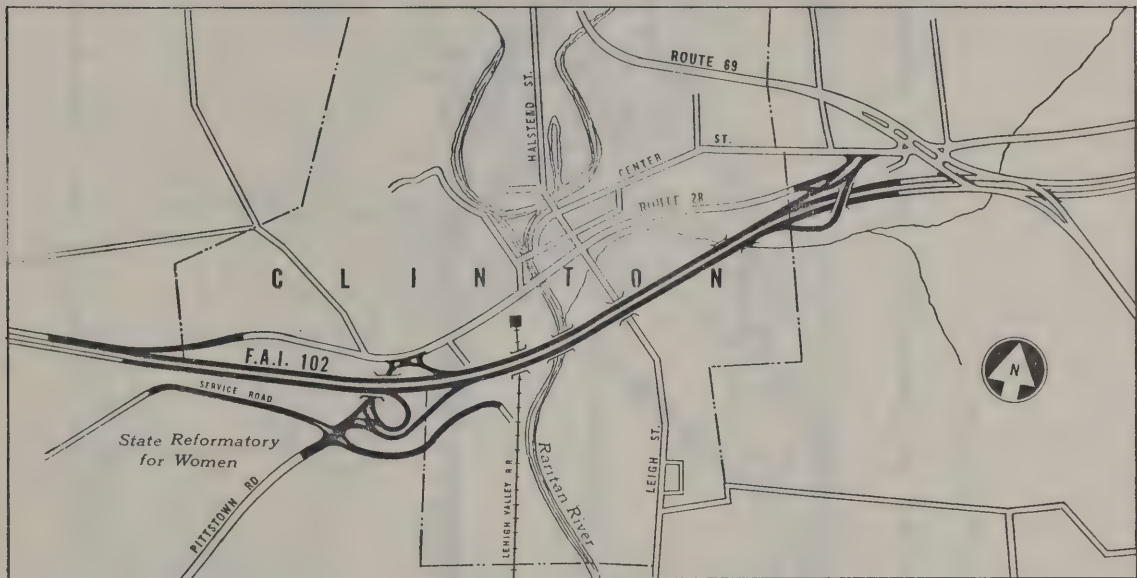
Public Constructors, Inc., of Gloucester, at their July 25 bid of \$2,215,039.42 for construction of four bridges and grading a two mile portion of F.A.I. Route 108 in Haddon Heights, Barrington and Lawnside, Camden County;

L. Zimmerman & Sons, of Hillside, at their July 23 bid of \$816,189.42 for construction of safety barrier curb, "jug handle" turnaround and left turn facilities, and highway resurfacing at several locations along a 14 mile stretch of Route U.S. 22 between Washington Avenue, Green Brook Township, Somerset County, and Vaux Hall Road, Union County.

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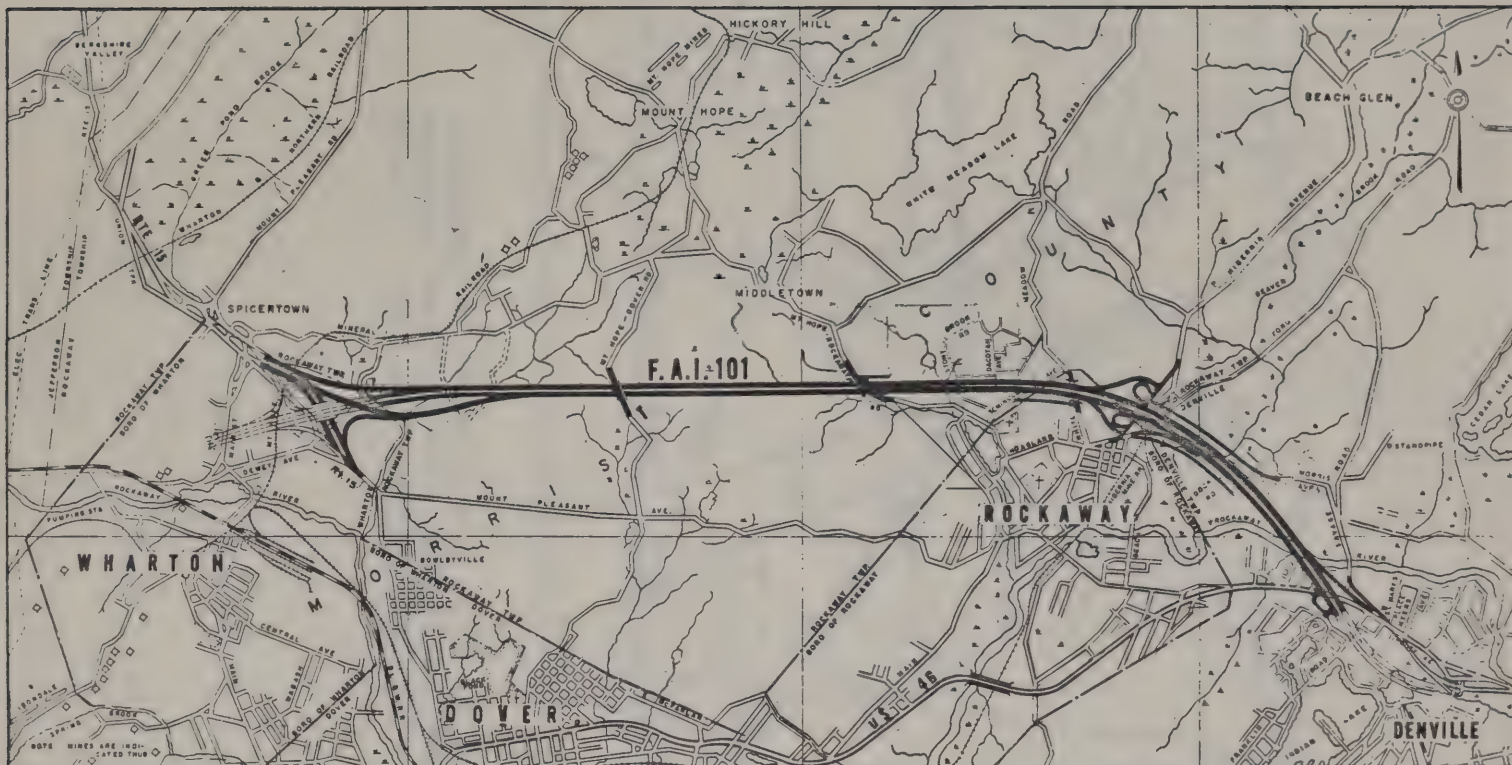






Route F.A.I. 102 at Clinton, Hunterdon  
County. Contract awarded August 22,  
1957.





Route F.A.I. 101 from Wharton to Denville, Morris County.

Contracts awarded August 22, 1957.







Alignment of Route F.A.I. 108 in Haddon Heights, Barrington & Lawnside, Camden County. Contract awarded Aug. 22, 1957.







Construction of barrier curb and jug handles on Route U.S. 22 in Somerset and Union Counties. Contract awarded August 22, 1957.



N.J. STATE HIGHWAY DEPARTMENT

RELEASE FRI. P.M., AUG. 30.

1957

NEW JERSEY INTERSTATE HIGHWAY  
CONSTRUCTION PROGRESS.

Trenton, Aug. 30.- State Highway Commissioner Dwight R. G. Palmer today announced that New Jersey was one of 18 states listed by the Bureau of Public Roads as having 100 percent of its 1956-57 Interstate and Defense Highway funds covered by contracts advertised and funds obligated.

Directing his announcement to "all citizens of New Jersey", the Commissioner said, "I believe you will be glad to know that your State attained a foremost rank on the basis of the progress made by the Highway Department during the first year of the Federal Highway Program.

"Not only did we commit every dollar of state and federal interstate funds last year, but by July 1, 1957 - the date when the 1957-58 funds became available - we had already obligated 22 percent of these new funds."

Commissioner Palmer said the extent of the progress made under the Federal program is indicated in the over-all total of \$71 million committed to highways during the fiscal year ending June 30th of this year. He pointed out that this figure compares with an average annual commitment of \$25 million since the end of World War II, including 1954-55, and \$36 million in 1955-56. This comparison shows an increase in productivity of nearly 300 percent within a three-year period, he said.

The \$71 million total includes \$45 million committed to new interstate freeways for which the Federal government pays 90 percent of the cost. The balance was for modernizing and extending the existing state highway system.





1957

New Jersey Interstate Highway  
Construction Progress.

Interstate construction is presently under way on portions of four of New Jersey's eight interstate routes. These projects include five miles of FAI-101 (Rte. 46) in Morris County; 2.36 miles of FAI-102 (Route 22) in Hunterdon County; 4.16 miles of FAI-108 (Rte. 60) in Camden County; 1.51 miles of FAI-109 (Camden N-S Freeway).

On the basis of present surveys and further plan development on these and other interstate routes, the Commissioner predicted that it may be possible to commit an additional \$72 million in State and Federal funds during the present fiscal year.

One category of work which lagged during the past year concerned projects in which the Federal Government does not share the cost. Commissioner Palmer pointed out that while the Highway Department formerly spent nearly \$10 million a year on projects of this type, only \$1.3 million was spent last year. This was attributed by the Commissioner to the fact that it was necessary to use available funds for matching Federal money since separate funds for non-federal work, so badly needed throughout the State, were not provided.

He said that until adequate funds for such work were forthcoming it would be impossible to reduce the current \$64 million backlog of needed safety construction projects in all parts of the State. In this category he listed center barriers to eliminate head-on collisions, jughandle turning lanes, traffic signals, creeper lanes, and other safety projects.



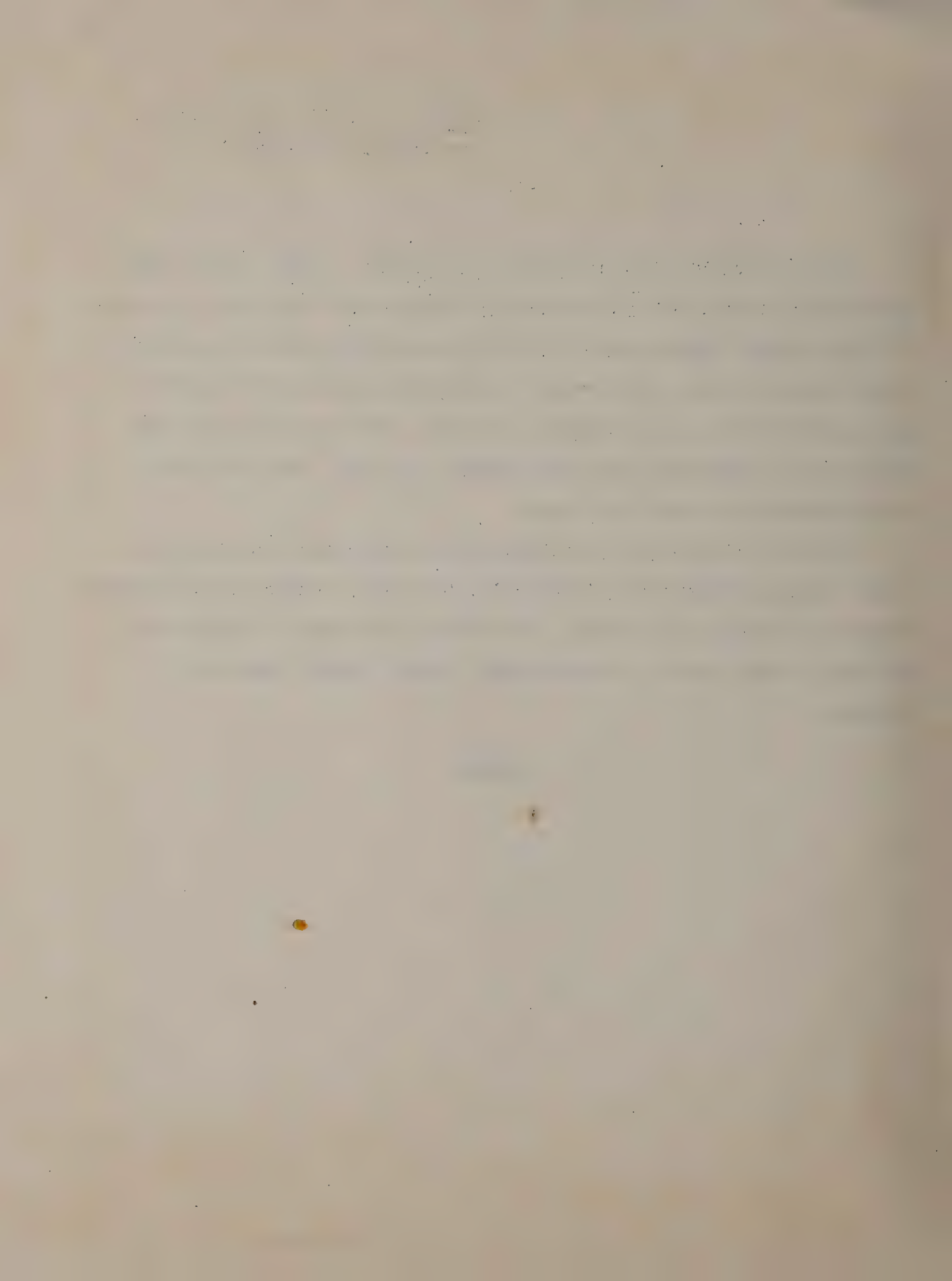


1957  
New Jersey Interstate Highway  
Construction Progress.

Funds to enable the Department to purchase rights of way for Interstate routes well in advance of construction also are of concern to the Highway Commissioner. He is convinced that early purchase of these rights of way could result in eventual savings of from five to thirty dollars for every dollar invested. This estimate coincides with that of the Bureau of Public Roads, he said. No funds were made available to meet this need.

Sharing top position with New Jersey in prosecuting the Interstate Highway Program are California, Colorado, Connecticut, Illinois, Maryland, Michigan, Minnesota, Mississippi, Missouri, New Mexico, New York, Ohio, Oregon, Pennsylvania, Rhode Island, Texas and Wyoming.

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WEEK ENDING 9-28-57

## 1956-57 CONSTRUCTION PROJECTS

DESCRIPTION OF CONTRACTS												STATUS OF CONTRACTS					GENERAL	
ITEM	FA	ROUTE	COUNTY	LOCAL NAME	TYPE WORK	CONTRACT AMOUNT	% SUB	REVISED CONTR. AM'T	EST'D ADDED COSTS UTILITIES	R OF W	PROJECT TOTAL	START DATE	TARGET DATE	WORK DAYS TOTAL USED	% COMPL W D	TOTAL DELAYS	REMARKS	
0		US 206	BURL'GT'N	MANS'LD SQ.-COLUMBUS	W DL	1 103 890		1 108 529	6 600	270 000	1 385 129	8-27-56		182	158	87	83	114
2		"	"	COLUMBUS-CHAMBERS C.	G W	869 215		870 966			870 966	7-1-57		120	50	41	53	13
4		21	ESSEX	WILLIAM ST.-ROOSEVELT A.	G P	5 092 637		5 092 637			5 092 637	7-26-57		350	38	11	10	7
12		36	BURLINGTON	MT LAUREL TWP	J H	25 469		25 469			25 469	7-25-57					100	
		FAI 102	HUNTERDON	CLINTON BY-PASS	G P S	3 527 355		3 527 355		1 600 000	5 127 355	5-16-57		240	10	4	17	
12A		FAI 105	CAMDEN	RT. 130 TO RT. 60	G P	630 249		603 558			603 558	4-1-56		145	109	75	95	17
1		"	"	P.R.R.-S.S. LINES BR.	S	337 508		337 508			337 508	2-11-57		130	66	50	27	18
4		42 FWY	CAM.-GLOU	RT. 60 TO RT. 42	P	1 621 623		1 621 623			1 621 623	6-16-57		230	48	21	25	6
5		72	OCEAN	MANAHAWKIN BR.	SURSTR.	3 158 218		3 158 218			3 158 218	6-24-57						
14		37	"	PELICAN I.-SEASIDE HTS	DL	2 897 629		2 907 974	30 300	800 000	3 738 274	9-13-56		266	144	54	50	108
7		208	BERGEN	GLEN ROCK	S	902 946		904 946	2 000		904 946	2-11-57		180	71	35	53	85
7		"	"	FAIRLAWN-HAWTHORNE	S	686 145		686 145	30 000		686 145	4-22-57		250	83	32	58	29
16		41	CAMDEN	PENSAUKEN BR.	S	65 703		65 703			65 703	7-29-57		110	44	40	20	1
16		US 1 9	"	WOLF CRK. BR.	RH	135 945		138 085			138 085	11-9-56					100	
		27	MIDDLESEX	ALBANY ST. BRIDGE	S RH	23 825		23 825			23 825	4-22-57					100	
16		23	SUSSEX	BEAVER LAKE MT.	CL	319 003		328 007			328 007	10-12-56					100	
16		US 46 3	PASSAIC	CLIFTON	INT REV	530 475		555 040	25 000	42 000	622 040	9-6-56		263	167	64	93	57
16		10	ESSEX	W. ORANGE	RH	144 803		150 288			150 288	9-6-56					100	
3		69	MERCER	BULL RUN R.-PENNINGTON	W	202 413		195 380			195 380	5-20-57					100	
16		US 30	ATLANTIC	ABSECON BLVD.	TR	163 086		165 025			165 025	4-1-57					100	
		US 130	GLOUCESTER	FAIRVIEW-BROOKLAWN	W DL	451 470		479 163		66 500	545 663	3-25-56		156	108	69	89	19
		151	CAMDEN	MEMORIAL AV. O'PASS	REV	29 337		29 337			29 337	11-19-56		40	22	55	81	47
		35	UNION-MID	G S PARKWAY	CI PLT	61 239		61 239			61 239	9-15-56		50	45	30	89	69
		88	MONMOUTH	SUNSET AV.	IN	79 097		81 606			81 606	4-22-57					100	
		88	OCEAN	PT. PLEASANT	RH S	62 685		62 685			62 685	4-5-57		60	23	39	56	3
		US 40	ATLANTIC	ATLANTIC CITY	W S						39 579	4-1-56		25	6	24	77	4
		4	BERGEN	JONES RD.-BR. PLAZA	BC	39 579		39 579			24 304	5-17-57		30	12	40	30	24
		17	"	FRANKLIN TPK RAMSEY	LS	24 304		24 304			372 986	5-6-57		130	91	48	60	11
		23	SUSSEX	CLOVE RIVER	W S RH	372 986		372 986			211 456	8-22-57		70	24	34	73	2
		23	"	WANTAGE TWP.	W	211 456		211 456			277 870	8-8-57		200	36	18	3	
		52	CAPE MAY	SOMERS PT.	S RH	277 870		277 870		802 500	2 636 217	7-23-57		220	19	9	12	25
		FAI 108	CAMDEN	HADDON BELLMAWR	GS	1 833 717		1 833 717			29 687	5-24-57		35	21	60	64	8
		6	MORRIS	DENVILLE	R	29 687		29 687		1 200 000	3 526 158	7-22-57		200	33	17	21	15
		42 FWY	CAM.-GLOU	COLES RD.-TURNERVILLE	GS	2 326 158		2 326 158			59 497	8-8-57		43	27	63	36	9
		US 130	MIDDLESEX	JAMESBURG RD.-S. BRUNS. TWP	IN	55 555		59 497			112 476	8-20-57		70	15	22	8	5
		27	"	MIDDLESEX AV.-METUCHEN	WR	112 476		112 476			48 917	8-8-57		60	18	31	18	18
			"	G S PARKWAY BR	FENCE	48 917		48 917										

## 55-56 CONTRACTS

		17	BERGEN	FRANKLIN TPK SEP'T'N	S	825 293		830 739	7200		837 939	3-23-56		211	156	74	88	233
		69	MERCER	TRENTON-BULL RUN RD.	W	532 308		561 944			561 944	7-16-56		132	189	143	87	114

## GENERAL

## TYPES OF WORK

## LEGENDS:

RG WORKING DAYS

SP SPECIFIED COMPLETION DATE

FA FEDERAL AID

G GRADING

P PAVING

S STRUCTURES

CL QUALIZATION

R WIDENING

R RESURFACING

IN INTERSECTION REVISION

BC BARRIER CURB

RH REHABILITATION

CH CHANNELIZING

J H JUG HANDLE

RC RECONSTRUCTION

TRN TURN AROUND





# 1957-58 CONSTRUCTION PROJECTS

WEEK ENDING: 9-28-57

DESCRIPTION OF CONTRACTS											STATUS OF CONTRACTS					GENERAL	
ITEM	FA	ROUTE	COUNTY	LOCAL NAME	TYPE WORK	CONTRACT AMOUNT	% SUBCONTRACT	REVISED AMT	EST'D ADDED COSTS UTILITIES	R. OF W.	PROJECT TOTAL	START	TARGET DATE	WORK DAYS TOTAL USED	% COMPL. WD	TOTAL DELAYS	REMARKS
1		21	ESSEX	ROOSEVELT AV.-HIGHFIELD LA.													
2		US 1	"	RAYMOND BLVD O'PASS	S												
3		72	OCEAN	MANAHAWKIN BRIDGES	S												
4		50	HUDSON	STICKEL BR. APPR	W												
5		US 1-3	"	TRAFFIC CIRCLE													
6		US 1	MIDD.MERC.	ADAMS - PENNS NECK	R												
7		27	MIDD.SOMER.	HOWES LA. - SANDFORD ST.													
8		10	MIDDLESEX	TICE'S LANE	CH												
9		US 1	"	RYDER'S LA. COLLEGE FARM RD.													
10		US 1-18	"	GRADE SEPARATION	S												
11		73	CAM.-BURL.	US 130-TACONY-PALMYRA BR.													
12			MERCER	RT 29 - BEAR TAVERN RD.													
13		US 1	"	BAKERS BASIN-CLARKSVILLE RD.	CH												
14		US 46	BERGEN	HUYLER AV. LODI	CH												
15		4	"	SPRING VALLEY RD. GR.SEP.	S												
16		17	"	MIDLAND AV. O'PASS	S												
17		208	BERG. PASS.	HARRISTOWN RD. - GOFFLE RD.													
18		20	PASSAIC	BR'DWY-MARKET ST. PATERSON													
19		3	"	BROAD ST.-PASSAIC AV. CLIFTON													
20		US 22	UNION-SOM.	VAUX HALL - NO. PLAINFIELD	BC JH	816 169			320 000		1 136 169	5-16-57		130	5	7 13	1
21		US 206	SOMERSET	BEDEN'S BROOK BRIDGE	S												
22		28	"	PETER'S BROOK BRIDGE													
23		23	SUSSEX	STEENY KILL LAKE - N.Y. LINE													
24		10	MORRIS	RANDOLPH TWP.													
25		10	"	WHIPPANY - LIVINGSTON	W												
26		10	"	SALEM ST. - RT. 53	R												
27		US 46	"	BLOOMFIELD AV.-HOOK MT. RD.													
28		33	MONMOUTH	G.S. PARKWAY - RT. 35													
29		35	"	WAMPUM BROOK PARKER'S CRK.													
30		US 46	WARREN	MANUNKA CHUNK													
31		45	GLOUCESTER	RED BANK AV.-COOPER ST.													
32		45	SALEM	MARKET ST.													
33		US 322	ATLANTIC	RT. 50 - MC KEE CITY CIRCLE													
34		US 9	CAPE MAY	CAPE MAY CANAL BR. APPR.													
35		77	CUMBERLAND	BRIDGETON													
36		US 202	HUNTERDON	FLEMINGTON CIRCLE-3MI.EAST													
37				ENGINEERING													
38				JOINT FEDERAL PROJECT													
39				MISC. CONSTRUCTION													
40		FAI 108	CAMDEN	BARRINGTON-LAWNSIDE	G S	2 215 035			802 500		3 017 539	8-30-57		225	5	2 4	6
41		101	MORRIS	MT HOPE RD. UNION TPK.	G P S	3 947 926			445 000		4 392 926	9-19-57		275	7	2 1	
42		101	"	MT HOPE RD.-DENVER	G P S	4 949 987			2 950 000		7 899 987	9-13-57		275	11	4 3	
43		101	"	UNION TPK. MT ARLINGTON RD.													
44		102	WARREN	STILL VALLEY - U S 22													
45		104	SOMERSET	RARITAN RIVER BRIDGES B'D BR'K													
46		108	CAMDEN	NO.-SO. F'WY - WARWICK RD.													
47		108	SALEM	HOOK RD. - SPRINGFIELD AV.													
48																	

## GENERAL

LEGENDS: RD. WORKING DAYS  
S.P. SPECIFIED COMPLETION DATE  
FA. FEDERAL AID

## TYPES OF WORK

G. GRADING  
P. PAVING  
S. STRUCTURES  
DL. DUALIZATION  
W. WIDENING  
RH. REHABILITATION  
CH. CHANNELIZING  
CL. CREEPER LANES  
BC. BARRIER CURB





IMMEDIATE RELEASE

Trenton, Sept. 9.- State Highway Commissioner Dwight R. G. Palmer said today that the Highway Department will construct the Trenton East-West Highway pedestrian overpass slightly west of Hermitage Avenue as originally planned.

Commissioner Palmer explained that this location was discussed with Mercer County Legislative representatives and Mayor Connolly following an engineering survey of the route to determine the most feasible location.

Discussing the many suggested locations for the overpass, the Commissioner said, "It would be impossible to satisfy all individuals or groups in selecting a site for the overpass. Regardless of where it was located, there always would be those who obviously would be better served were it located elsewhere.

"The State Highway Department is focusing its efforts on the reduction of accidents and the saving of lives," Commissioner Palmer continued. "For that reason we were particularly shocked when this model section of highway produced its first fatality. However, there are practical limits beyond which we cannot go at this time with construction in which the State pays 100 percent of the cost as in this instance.

"For many years access to the park was provided by bridges crossing Sanhican Creek at Hermitage, Gouverneur and Lenape Avenues, or via Lee Avenue and Riverside Drive. The Lee Avenue access is still available under traffic signal control and the proposed overpass will provide a safe crossing at Hermitage.



1957  
TRENTON E-W OVERPASS

"No other overpasses are contemplated at this time nor would funds be available for additional crossings. Therefore we are placing the single overpass in the location we believe best rather than several overpasses in locations upon which there are many varied preferences."

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N.J. STATE HIGHWAY DEPARTMENT  
RELEASE THURS. P.M., SEPT. 12.

1957  
MANAHAWKIN BRIDGE  
Long Beach Island, Ocean County.

Trenton, Sept. 12.- State Highway Commissioner Dwight R. G. Palmer today stated it is now "reasonable" to forecast completion of the entire \$7.5 million dollar Long Beach Island (Ocean County) causeway replacement project within one year.

Commissioner Palmer said definite delivery dates on structural steel for the principal \$4.5 million dollar bridge - a 2,800 foot long structure that has a channel span 60 feet high and 150 feet wide - have "firmed up" the entire Hilliard to Ship Bottom project schedule.

The Highway Commissioner explained that the completion date now foreseen with certainty advances the Department's early completion hopes by possibly one month.

He said that five separate contracts were planned to carry out the overall causeway and bridges combination project. Two of these, one consisting of making embankments and excavations for the new roadways and the other for building the main bridge foundations and piers, have been completed.

The third contract, for construction of the main bridge superstructure, was let more than a year ahead of schedule to allow for an 18 to 24 month delay in the delivery of structural steel. The award of this contract was also timed to afford sufficient time for full settlement of the high roadway embankments, which were made on existing meadow surfaces and bay bottom.

Completion of the main bridge contract and two more contracts, one for construction of three smaller bridges and the other for final grading and paving of roadways on the new embankments, will coincide.

The first part of the essay discusses the importance of maintaining accurate records in a business environment. It highlights how proper record-keeping can lead to better decision-making and financial stability. The second part of the essay focuses on the role of technology in modern business operations. It explores how digital tools have revolutionized the way companies manage their data and interact with customers. The third part of the essay discusses the challenges of data security in the digital age. It emphasizes the need for robust security measures to protect sensitive information from cyber threats. The final part of the essay concludes by summarizing the key points and offering suggestions for future research in this field.

In conclusion, the importance of accurate record-keeping cannot be overstated. It is a fundamental aspect of business management that can significantly impact a company's success. The integration of technology into business operations has opened up new possibilities for data management and analysis. However, as technology advances, the challenges of data security also increase. Therefore, it is crucial for businesses to stay updated on the latest security practices and invest in reliable security solutions. This essay has provided a comprehensive overview of these topics and aims to serve as a valuable resource for students and professionals alike.

The following table provides a detailed breakdown of the data collected during the experiment. It shows the relationship between the independent variable (X) and the dependent variable (Y). The data indicates a strong positive correlation between the two variables, suggesting that as X increases, Y also tends to increase. This finding is consistent with the theoretical model proposed in the introduction. The results of the experiment have important implications for the field of business management, particularly in the area of data analysis and decision-making. Further research is needed to explore the underlying mechanisms of this relationship and to develop more effective strategies for data management and security.



1957

Manahawkin Bridge  
Long Beach Island, Ocean County.

Construction plans for a smaller bridge near the mainland, and two others on the eastern end of the causeway, have been completed by the Highway Department and submitted to the U.S. Bureau of Public Roads for approval. In order to eliminate possible delays in delivery of structural steel the bids will be taken for use of either steel or prestressed concrete in the work. Bidders submitting prices on the premise of using steel will be required to guarantee prompt and firm delivery.

The roadway paving plans are rapidly nearing completion, with construction planned to begin next spring. At that time, Commissioner Palmer said, the new embankments will have settled sufficiently to receive the roadway pavement in time for completion of the bridges.

The first shipments of the main bridge structural steel are scheduled to begin in two or three weeks. Final delivery is to be received by January. Erection will begin in early October and work on the bridge's concrete deck is scheduled to start soon after and continue as long as winter weather conditions permit.

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This photograph shows the massive piers which will support the 2800-foot long main bridge across Manahawkin Bay. The channel span will have a vertical clearance of 60 feet which will not require draw-bridge openings.









This is an artist rendering of the Manahawkin, Long Beach Island Causeway, we plan to have completed and opened to traffic next August 15.











